

# A SIMPLE REMEDY FOR CAR SHORTAGES WITHIN REACH

A YEAR after the armistice, France had more railroad freight cars and locomotives than she had before the war; this was due to the immense number which Germany was required to surrender, and to the large contributions by the United States and Great Britain to rolling stock in France.

Notwithstanding the actual increase of rolling stock, and the great decrease in commercial traffic demand in the aggregate, in France, there was constant complaint of lack of cars and lack of service; food and fuel shortages were extremely laid to lack of cars; business held up its hands and swore at the government.

Meanwhile cars by the tens of thousands lay idle at every siding, track yard, junction, station, and terminal. This was one of the most striking aspects of France to every traveler, that the whole railroad system was gummed up with idle cars.

Nobody seemed able to move cars, loaded or empty. Nobody seemed to know straight up. There was no car tracing system. A loaded car would leave a export for a town 50 miles away, and not be heard of for two months. Food and fuel shipments to Paris were reported four months overdue—all within a country smaller than Texas.

France was better supplied with rolling stock than any other country in Europe, and yet she made more noise about her imaginary troubles than all the rest of Europe put together.

France's messed up condition of traffic was in strong contrast to the clean yards and sidings and terminals in England, Belgium, Holland, and Spain. With less to do with, these countries had applied business methods and kept business moving. With the lack of system prevailing in France, Paris would starve to death with a year's provisions 100 miles away.

The United States, with 2,500,000 freight cars, is howling about car shortages everywhere. In every line of business complaint is heard that shipments are months overdue and production held up for lack of cars to move the product. If one orders bulky freight from a distance, it is nothing unusual to be informed that it will take three to nine months for delivery, and car shortages is blamed as much as excessive demand for goods.

The trouble is largely due to the failure to use the cars economically. It is estimated that freight cars are actually moving only one day out of every 11 days, while ten days for every one that they are rolling. It takes on the average a day and a quarter to load and a day and a quarter to unload. This leaves, according to government railway statistics, 74% days out of every 11 days, during which the average car is performing no service, but is standing idle, or being repaired, switched, or delayed without any reason. Sixty-eight percent of the time is waste, or mostly waste.

It is figured that if every car could be unloaded one hour earlier or in one hour less time than now, the service of 102,000 cars would be released to the public.

This is a simple illustration of how effective cooperation in getting small savings into use can bring about great industrial economies and benefit the entire public.

There is scarcely a business in the United States as perfectly organized but what it can save one hour on each car loaded or unloaded, and thus help to release 100,000 cars for productive work.

Such a simple remedy nevertheless requires the cooperation of laborers and foremen, workmen and railway employees, everywhere, as well as of employers and managers.

The cry is for empty freight cars. The way to produce empties is to unload cargoes. So the solution rests partly in the hands of consignees. But it would do little good to unload the cars more rapidly, unless railway employees stir themselves to take advantage of every minute thus saved and insure the quick shifting of each car to the place where it is most needed.

We have a better system than France, but sometimes we Americans let things run up in a scandalous way. There

is no way to bring relief except for everybody to dig in and work a little harder while he is working, and apply brain work to other problems than getting something out of the other fellow.

## Rates Again.

THE WAR for fair freight rates has its hills and even its armistices, but never does it end in peace. Once more El Paso must fight to save her business existence. This time the fight is against a distant and powerful city: St. Louis. Through Mississippi river barge lines that city seeks to get low less-than-carload rates into the Texas interior. El Paso could not obtain such rates, but if St. Louis does obtain such rates she will be enabled to undercut El Paso jobbers in our own trade territory.

There are also the proposed freight and express rate increases to be reckoned with in the next 30 days. The proposed increases would add from 10 to 50 percent to the transportation costs of all goods bought by El Paso dealers. Although the proposed freight increases are lower for this district than those published for eastern and southeastern territory, we should not let the rates go through without a fight. Fortunately the chamber of commerce traffic bureau is well organized to look after all these matters on behalf of El Paso business.

On top of the troubles brought to us by distant cities one of our neighbor cities has attacked us. This time it is Douglas. El Paso is a target they are all shooting at. It has been asked why traffic men can't get together with the interstate commerce commission and adjust rates once and for all. The reason is that rates can't be applied with mathematical precision. They are based on constantly changing conditions of life and industry and business. When an adjustment is made to suit one locality it seldom suits another.

El Paso must continue to be alert, for in an economic war no quarter is shown.

## People Want To Know.

BITTERNESS has marked the preliminary contests over the presidential nomination, particularly in the Republican party, and leaders of both parties are whetting their knives for the fight which is to come after the nominating conventions. But political leaders will make a mistake if they conduct their campaigns on the basis of destructive criticism. What the country wants is free discussion of the problems which the nation faces with a view to meeting the issues in a spirit of wisdom and patriotism. American voters are expected to form their judgment and return their verdict on the merits of the case.

When mistakes have been made, the people have rectified them in their own good time, and they will do so again. Political spellbinders of the past who told their hearers that the fate of the nation depended on the success of their particular parties, will find little response to such pleas this year. They will have to tell the voters what they propose to do in the way of constructive legislation and in foreign relations. The people will not be content with mere denunciation of the opposition. Constructive criticism is good, but far more important is the remedy offered.

When a physician diagnoses a case his work is only begun. Unless he can prescribe a remedy his service is of little value. So with politicians. If they confine themselves to telling about the ailments of the country, they will be given small hearings. But if they show the way to solution of problems they will find an attentive public.

The groves were God's first temples.  
—William Cullen Bryant.

## Little Interviews.

# Civil Service Commission Cooperates With American Legion Politics In Mexico Is Operated Like The Roulette Wheel

THE civil service commission has been accused of cooperating in every way with the American legion to the end that all ex-service men might be employed by the government, said Rev. F. M. Johnson, Jr., adjutant of the El Paso post of the American legion.

"To insure the employment of all ex-service men the full rights and benefits of employment it has been found necessary to have the commission in the house before the committee on reform in the civil service," said Johnson.

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# SCHOOL DAYS

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By DWIG



THE FISHIN CLUB  
THE MEMBER WHO  
STIRS 'EM UP.

Ye Towne Gossip.  
Registered U. S. Patent Office.  
By R. C. B.

DEAR K. C. B.—You and I are not acquainted, except I feel that I know you from reading your daily chatter for ever so long back, and because of that I will assume that I am acquainted with you and ask for some information which, if you will give through the medium of your column, may interest your multitude of readers as well as myself.

You seem to know everything, or at least pretend to, so won't you please advise why Liberty bonds, which we all paid 100 percent for and were enthusiastic in doing so, should now be quoted in the open market at from 6 to 12 percent loss?

The real reason, if there is a tangible one, is too deep for me, an ordinary layman, but perhaps you have inside knowledge, so why not disseminate it so that we "investors" can be as wise as you are? Sincerely yours, STEPHEN MORRIS.

MY DEAR Stephen.

I ASKED a broker.

IF HE could tell me.

WHAT YOU want to know.

AND HE said he could.

AND "I" NEVER he told me.

I COULDN'T understand him.

BUT WHILE he was telling it.

IT SOUNDED all right.

AND IT may have been true.

AND I was looking wise.

AND HE thinks I'm smart.

AND I didn't want to tell him.

I HADN'T any idea.

WHAT HE was talking about.

AND I'm telling you this.

BECAUSE IN writing this column.

I ALWAYS aim.

TO BE truthful and frank.

AND WHATEVER I know.

ABOUT ANYTHING.

I'M ALWAYS willing.

TO PASS it along.

SINCE I found out about them.

AND THEY'RE just the same price.

AS THEY were before.

SO THE way I figure it.

IT DOESN'T much matter.

BECAUSE ANY way you take it.

THE YELLOW in between.

HE GETS the little end.

AND WHEN we have to buy.

THE SELLERS fix the price.

AND TALKING about bonds.

I SEE in the paper.

THAT NICKY Arnstein.

HAS given himself up.

AND WITH Nicky in jail.

OR WHEREVER they'll keep him.

THE CHANCES are.

THEY'LL FIGURE it out.

IT'S A whole lot safer.

TO HAVE bonds around.

THAN IF Nicky was loose.

AND THE price will go up.

THAT'S MY own idea.

AND I understand it.

AND IT sounds all right.

I THANK you.

from a delightful visit to friends and relatives in the east.

Mrs. G. H. Bunn left Monday evening for Kansas City, Washington and Philadelphia.

A New York family lately held a celebration in honor of a woman servant who had been in the family's service for 50 years.—From Leslie.

Mrs. E. R. Carpenter is visiting in Denver.

Mrs. W. Cooley will spend the summer at Cloudcroft.

Dr. P. F. Stevens and brother will leave the first of August for Chicago to visit for the construction of the streets of paving district No. 1 with bitulith.

George King, formerly of this city, arrived in El Paso last night from Mexico City for a short visit.

The work in all of the schools of the county will close for the summer Friday.

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# Patter And Chatter

By S. E. KISER.



## MATED IDEALISTS.

LET'S go to a picture show! It's the cheapest thing we can do. And there we can sit in the dark, and you know, And be close to each other, too! While the moon above, Is working the faithful reel, And fill stifle your ear, to assure you, dear, How eagerly I feel.

TO the movie, love, let us lie. For there we may linger alone, And your warm little, soft little hand say "Hi." All twenty within my arms, My soul may speak To your sweet, rosy cheek May even touch mine, my sweet, And, with nothing to pay, we will Till it's time to go out and eat.

COME ON OUT, THE AIR'S STILL WARM. Out beyond the rear and riot of the city I can see Landscapes that are green and quiet where the streams wind placidly, And the place where I can sit on the coast who doesn't care about In the whirlpools of the city, never caring to get out.

# About Broadway Plays And Players

By RIDE DUDLEY.

NEW YORK, May 22.—Broadway hears that William Collinson, who has gained quite a name for himself in the past two seasons as a writer of his own book, "The Story of a New York City," is now at the helm of a new farce from his own pen, mostly about a girl, Max Martin is another author who is in the work of producing. He is arranging a Broadway showing for his comedy, "Three Live Ghosts," which he recently gave a most preliminary season on tour.

LOSES A SUPPORTER. People should be more careful. Saul Kaplan, one of our original supporters in our race for the presidency on the Democratic ticket, was singing "Send Dudley to the Chair" enthusiastically at his apartment last night, when he was interrupted by a knock on the door. As a result, Mr. Kaplan has come out for the presidency of course, but he is convinced he cannot be counted on to launch a boom for him. The result is we have lost his support, and he is now in the hands of his wife and nine children.

New, today's trifle, friends, now a first-class, now a second-class, now a third-class, now a fourth-class, now a fifth-class, now a sixth-class, now a seventh-class, now an eighth-class, now a ninth-class, now a tenth-class, now a eleventh-class, now a twelfth-class, now a thirteenth-class, now a fourteenth-class, now a fifteenth-class, now a sixteenth-class, now a seventeenth-class, now an eighteenth-class, now a nineteenth-class, now a twentieth-class, now a twenty-first-class, now a twenty-second-class, now a twenty-third-class, now a twenty-fourth-class, now a twenty-fifth-class, now a twenty-sixth-class, now a twenty-seventh-class, now a twenty-eighth-class, now a twenty-ninth-class, now a thirtieth-class, now a thirty-first-class, now a thirty-second-class, now a thirty-third-class, now a thirty-fourth-class, now a thirty-fifth-class, now a thirty-sixth-class, now a thirty-seventh-class, now a thirty-eighth-class, now a thirty-ninth-class, now a fortieth-class, now a forty-first-class, now a forty-second-class, now a forty-third-class, now a forty-fourth-class, now a forty-fifth-class, now a forty-sixth-class, now a forty-seventh-class, now a forty-eighth-class, now a forty-ninth-class, now a fiftieth-class, now a fifty-first-class, now a fifty-second-class, now a fifty-third-class, now a fifty-fourth-class, now a fifty-fifth-class, now a fifty-sixth-class, now a fifty-seventh-class, now a fifty-eighth-class, now a fifty-ninth-class, now a sixtieth-class, now a sixty-first-class, now a sixty-second-class, now a sixty-third-class, now a sixty-fourth-class, now a sixty-fifth-class, now a sixty-sixth-class, now a sixty-seventh-class, now a sixty-eighth-class, now a sixty-ninth-class, now a seventieth-class, now a seventy-first-class, now a seventy-second-class, now a seventy-third-class, now a seventy-fourth-class, now a seventy-fifth-class, now a seventy-sixth-class, now a seventy-seventh-class, now a seventy-eighth-class, now a seventy-ninth-class, 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